

SATURDAY, AUGUST 20, 1904

THE DEFICIENCIES OF THE
LATER BRITISH DESTROYERS.

Engineering produces a strong indictment against our new 25-knot destroyers, which are larger than the old ones, from 200 to 250 tons greater in displacement, being 540 to 550 tons. After the Cobra disaster, the Admiralty, yielding to popular clamour—supported by the voice of certain admirals who were not experts in naval architecture—determined to increase the strength of torpedo craft to a very considerable extent. Since then, however, and subsequent to the ordering of the larger vessels, a committee of experts have established that the earlier boats were quite satisfactory. The engine power of the new boats had to be higher to drive them, at their lower contract speed. In the older 30-knot design there was generally about 600 horse-power; in the newer vessels it is 7500. The armament in the larger and newer vessels is similar to that of the previous boats, so there is no increase in the offensive qualities. In regard to the important question of cost, five of the 30-knot boats could be obtained at a cost equal to that of four of the newer craft. At a cruising speed of 13 knots the 30-knot craft would consume 950 lb. of coal per hour, and the larger boat 1400 lb. of coal per hour. The 30-knot would therefore steam for 231 hours or about 2900 miles, on her bunker coal; while the British vessel would be able to steam only for 184 hours, and cover not quite 2400 miles. Thus a substantial advantage is possessed by the lighter vessel. In regard to stability the greater beam gives those boats a full measure of that quality; some say an unnecessary full measure, and that that extra would be amply sufficient, and more easy in a seaway, with a low per cent. of draught. At any rate the older and narrower vessels were not, as far as we have heard, deficient in this respect. We now come to the chief feature of the problem: the additional strength which has to be paid for at the rate of £15,000 in money, 4½ knots in speed, and 6 miles in radius of action. Beyond this again there must be an increase in the crew of six or eight men, if we allow the usual one man for each 250 horse-power additional. Engineering enters into details of calculations to show that the increase was not necessary. Moreover, the results show the difficulty contractors had in fulfilling the numerous conditions laid upon them when making the comparatively modern speed of 24½ knots. If a flotilla of destroyers, such as have been doing yeoman service for Japan of late, were to be pitted against an equal number of our latest craft, there could be little doubt to which side victory would incline: a walk-over, supposing they had sea-room, and, of course, that the handling was equal. Before we acquiesce in this unpleasant state of affairs, we would like to ask how far the Cobra disaster, and the one or two other incidents denoting weakness in the structure of destroyers, warrant the position. The official inquiry on the Cobra disaster has, so far as we are aware, never been made public. It has been officially stated that it would not be to the public advantage that the facts should be made known. It is difficult to imagine in what way the public would suffer, but it is easy to name many ways of gain. In fact, the old official formula, so useful when some one has to be shielded, has again been used. We know, however, that the Cobra was "strengthened" before she was taken over, by having a large quantity of material worked in. She was confessedly a weak boat. It would be interesting to know whether the boilers were lifted, and if any of that strengthening material were worked into their part of the hull. If the structure were strengthened only in places, it would show additional stress for parts not strengthened; and this feature has been the source of weakness in boats that have already given trouble.

CLAPES B 41 PILLS are warranted either sex, all acquired or constitutional. Discharges from the Urinary Organs. Gravel and Pains in the back. Free from Mercury. Rarely blished upwards of 30 years. Sold by all Chemists and Patent Medicine Vendors throughout the World. Proprietors, The Lincoln and Midland Counties Dyeing Company, Lincoln, England.

BOARD AND RESIDENCE ASTOR HOUSE. (Old Government House) 168, QUEEN'S ROAD EAST. Terms: £3 per Day—£60 per Month. Comfort of Visitors Guaranteed. Apply on the Premises. Hongkong, August 9, 1904. 1467

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE Miles out on the Shan-ki-wan Road—Electric Trams pass the Doors every five minutes. The Only House on the Road. The popular resort of the Colony, occupying a Charming Seaside Situation and commanding the most extensive view of the Harbour and Kowloon Peninsula. There is Accommodation for a few Boarders.

GOOD SEA BATHING.

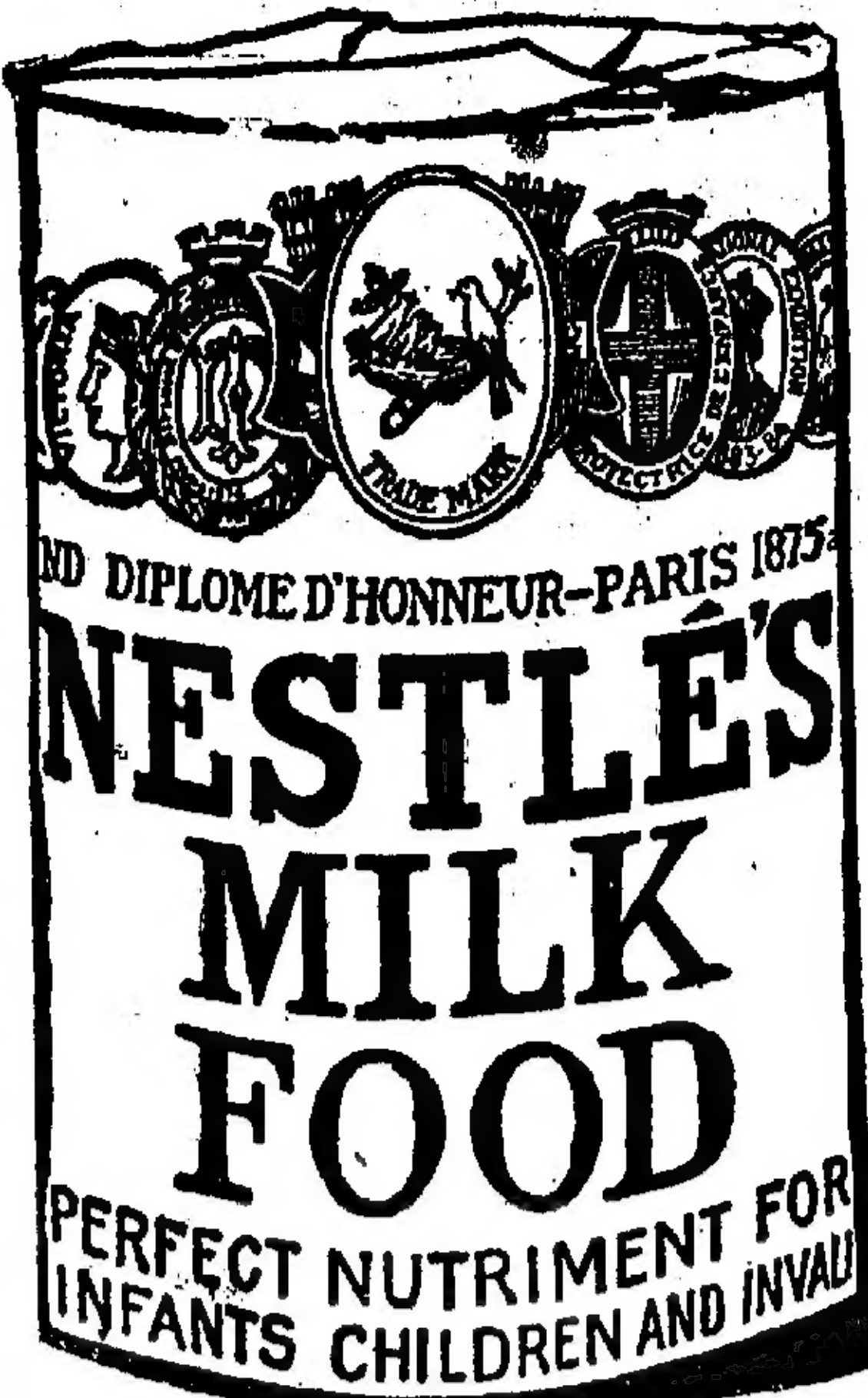
REPRESENTATIVE OF THE FIRST QUALITY ONLY.

PRIVATE TIFINS AND DINNERS Prepared in First-class Style on the shortest notice.

Dinner Parties and Picnics Catered for. JAS. CHRISTIE, Proprietor and Manager.

Hongkong, August 12, 1904. 1285

BARROW TERRACE. Kowloon. Elegantly furnished rooms. Apply on the premises, to Mrs. GRUNBERG. Hongkong, July 12, 1904. 1287



Perfect Beauty
depends on the skin, and lovely skin is the reward of using
'DARTING' LANOLINE
No imitation can bear the 'Darling'
No imitation can be called 'Darling'
DARTING TOILET 'LANOLINE'
DARTING LANOLINE TOILET SOAP

ENO'S A SIMPLE REMEDY
FOR ALL 'FRUIT IMPURITIES
OF THE BLOOD. SALT.'

It is not too much to say that the merits of ENO'S FRUIT SALT have been published, tested, and approved. It really runs from Pole to Pole, and that its composition, popularity to-day presents one of the most significant illustrations of commercial enterprise to be found in our trading records. European Mail.

HONGKONG AND WHAMPORA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on SATURDAY, the 27th AUGUST, 1904, at 10 o'clock, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, and for the purpose of discussing any matter that may be competently brought before the Meeting. The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, inclusive. By Order of the Board, C. MOONEY, Secretary.

HONGKONG Jockey Club.

A MEETING OF Subscribers to the Subscription for the HONGKONG HOTEL will be held on MONDAY next, 22nd instant, at 4 P.M. Members who wish to put their names down and have not already done so will oblige by sending in to the Undersigned before that date. By Order, T. F. HOUGH, Clerk of the Course.

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LTD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong & Kowloon Wharf & Godown Company, Limited, will be held at Messrs. JARDINE, MATHESON & CO.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the subject of the resolutions will be considered.

Should the said resolutions be passed by the required majority they will be submitted for confirmation at a special meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904. By Order of the Board, EDWARD OSBORNE, Secretary.

BOARD AND RESIDENCE.

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Used in the
IMPERIAL AND ROYAL FAMILIES.
RECOMMENDED
by the
Medical Faculty
THROUGHOUT THE
WORLD.

To be had from
all Respectable
Chemists and
Dealers.

Intimations.

MITSUBISHI GOSHI-KWAISHA (MITSUBISHI CO.)
COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI', which applies to all Branch Offices and Hongkong and Shanghai Agencies.

AL, ABC 5th EDITION, WESTERN UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSUBISHI CO., WITH
NAME OR PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.

MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Railways; the Imperial Railway, Sanyo, Kishu and the other Principal Railways; in Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korea, Japan and America. SOLE PROPRIETORS of Takashima, Ochi, Shimizu, Nippon and Kami-Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large scale the best Buzon Coal from 1905.

Sole Agents for Kigyo, Komatsu (Tagawa) and Matsushiro Collieries.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,310,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well known best and most economical coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, April 25, 1904. 777

REMOVAL OF THE ARTIFICIAL OBSTRUCTIONS IN THE CANTON RIVER.

ON BEHALF OF THE KWANGTUNG PROVINCIAL AUTHORITIES.

OFFERS in connection with the removal of the barriers in the Canton River, as specified hereunder, are hereby invited by the Undersigned.

1.—To remove sunken stones to the following estimated amounts: 2,500 cubic yards to a maximum depth of 18 feet at Low Water Spring Tides (Custom's Datum).

3,000 cubic yards to a maximum depth of 12 feet.

1,000 cubic yards to a maximum depth of 8 feet.

The removed stones to be the property of the Contractor. It is believed that the stones consist chiefly of granite and that they vary in size up to 5 cubic feet. The offer should be made in respect to granite and to 'other stones,' and at so much a cubic yard. The stone recovered will be measured in the boat, and the proportion of granite to other stone ascertained by a method to be mutually agreed upon.

The Offer should state the minimum number of divers to be employed and the months during which the work will proceed.

2.—To remove piles from the (Cambridge) (Yu Chu) and Whampoa (Li Tak) Barriers, the piles to be the property of the Contractor.

Offers for the removal of stones and piles, as above, are required at once.

3.—To remove entirely the Wooden Bridge (Sha Lo Mei) Barrier, including all outlying piles which are visible above Low Water. The whole of the material consisting of Piles, Timber, Bolts, etc., to be the property of the Contractor. The Offer should state a period for the completion of the work.

4.—To remove a portion of the central section of the Iron (Sha Lo Tih) Barrier as follows:

The 24 single Screw Piles and connecting Girders of its northern end, and the adjoining 41 groups of Triple Screw Piles—these Piles to be entirely removed and (with all Chains, Bolts, Girders, Plates and other Gear) belonging to the Structure landed and stored on the adjacent shore at the Sha Lo Mei Jetty.

The speedy performance of this work is specially desirable, and the period within which the work is undertaken to be completed will be an important factor in accepting an Offer.

Offers for the removal of the Iron and Bridge Barriers as above will be received until the 10th September. Prospective tenderers of offers are free to examine the barriers by divers, etc.

A satisfactory Bond for the due performance of the work will be required. Offers in reply to this advertisement and correspondence on the subject should be addressed to the Barrier Office, Custom House, Canton.

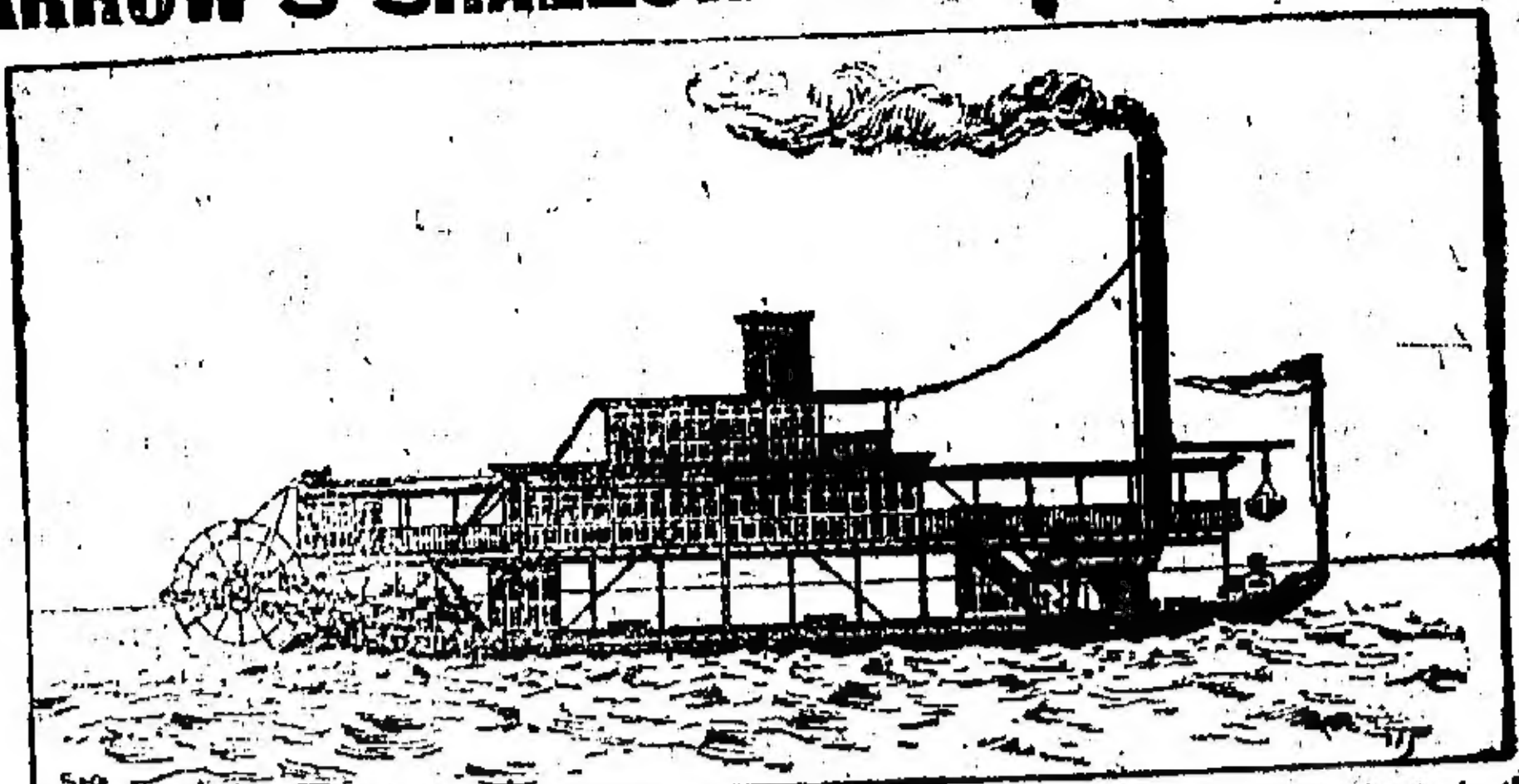
The right of accepting or rejecting any offer made hereunder is hereby expressly reserved.

H. DE LUCA,
Acting Commissioner of Customs,
Custom House,
Canton, August 17, 1904. 1516

D. C. L. Old Tom Gin
The most reliable Gin on this market.

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central.
1458

YARROW'S SHALLOW DRAFT STEAMERS.



STEAMWHEEL STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for all parts of the world. Vessels on this system are constructed when required, to draw as little as 10 inches. The construction of shallow river vessels, propelled on various systems has been made the speciality of Messrs. Yarrow & Co., Ltd. For particulars apply to YARROW & CO., LTD., Shipbuilders, POPLAR, LONDON.

Agents for LEA & PERRIN'S WORCESTERSHIRE SAUCE.

GROSSE & BLACKWELL'S
BY SPECIAL WARRANT H.M. LTD.
PURVEYORS TO THE KING.
Celebrated Oilman's Stores

DR. J. COLLIS BROWNE'S CHLORODYNE
(THE ORIGINAL AND ONLY GENUINE.)

COLDS, COUGHS,

ASTHMA, BRONCHITIS.

is admitted by the profession to be the most wonderful and valuable remedy ever discovered. is the best remedy known for Coughs, Colds, Consumption, Bronchitis, Asthma. acts like a charm in Diarrhoea, and is the only specific in Cholera, and Dysentery. effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation and Spasms. is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Meningitis, &c.

Always ask for 'Dr. J. Collis Browne's Chlorodyne,' and beware of spurious compounds or imitations. The genuine bears the words 'Dr. J. Collis Browne's Chlorodyne' on the Government Stamp of each bottle.

Sold in Bottles at 1/1½, 2/9, and 4/6 each.

(Overwhelming Medical Testimony accompanies each bottle.)

Sole Manufacturers—J. T. DAVENPORT, Limited, LONDON.

I RESTORE STRENGTH



Thousands of men are mere pigmies of what nature intended them, backward, over sensitive, fearing to venture, delicate, easily discouraged, short of breath, weak nerved, lacking the grit, the "sand" which is the possession of vigorous manhood. They need Electricity, which is animal vitality. It is the foundation of all vigor. It is the fuel to the engine which runs the human machine. Electricity, as I apply it, is a source of new life to all parts of the body. My

Dr. McLaughlin's Electro-Vigor
Restores the snap, the vim and vigor of youth. Any man who wears it can be a giant in mental and physical development. Men are you weak, have you pains in the back, varicose veins, stomach, constipation, lumbago, rheumatism, enlarged prostate gland, or any of the results of early mistakes, excesses or overwork? My method of applying Electricity while you sleep at night will cure you. It fills the nerves with the fire of life. For twenty years I have studied Electricity as applied to the rebuilding of manly strength, and my method of treatment, now unobtainable elsewhere, is the result of my study and experience. Electricity is life to the weak parts and to the nerves of the body. They cannot live without it. Get back the power and make your self a man among men.

COME AND TEST IT—FREE—A free test will be given to all who can call at my office between 9 a.m. and 6.30 p.m. daily, Sunday 10 to 1. In this way I propose to convince those people who wish proof of the merit possessed by my method of the treatment. I will convince you that it is a success and will cure you, even after everything else has failed. Call at once.

Write To-day for My Free Illustrated Book and Full Information. Dr. McLaughlin's book is published for free distribution to those interested in the development of vigorous health in old and young. It is profusely illustrated and describes my method of treatment and appliances. Sent sealed, free, on request. Send for it to-day. Out on this day.

Dr. M. A. McLaughlin Co.,
60, QUEEN'S ROAD CENTRAL, HONGKONG.

BRANCH: Corner of HARKING and KIA ROADS, SHANGHAI.

Office Hours: 9 a.m. to 6 p.m.; SUNDAYS, 10 a.m. to 1 p.m.

BY WHARF AND WAVE.

WRECK OF THE 'AGINCOURT'.

Thrilling Story by the Captain.

Captain T. H. Worsnop, of the steamer *Agincourt*, which was blown on shore at Hainan Island, during the recent typhoon, arrived in Hongkong yesterday afternoon, with Mr. Newman Mumford, Lloyd's surveyor, who visited Hainan and surveyed the steamer on behalf of Messrs Gilman and Company, Lloyd's agents.

The Captain was seen this morning by a representative of the *China Mail*, and he supplied the following interesting narrative of the adventures that befell him.

The *Agincourt* was on her way from Singapore and Calcutta in water ballast and 600 tons of bunker coal. The voyage was uneventful until August 1, when the vessel was about 100 miles East-South-East of Hainan Island, when she was struck by a typhoon, the glass falling very rapidly to the phenomenally low register of 27.50, and remaining at that for about an hour. The wind blew with terrific force, and for several hours volumes of spray broke over the ship that it was impossible to see the foremast from the bridge. The wind blew with such force that it took the starboard ventilators and the hatch covers off, although the latter were spiked and lashed down. The ship was at this time driving down before the gale at the rate of between six and eight miles an hour. Shortly after midday the weather lulled for about twenty minutes, and I tried to get the ship round before the wind, but was unable to do so. The weather was so heavy that she would not answer to the helm. Then the wind sprang up again and with such force that it was impossible to stand on the deck without hanging on to something, and I was three times dashed across the bridge by the sheer force of the wind. The crew did their utmost to get about, but they were unable to do so right up to the time that the ship struck on the shore.

About 4 o'clock in the evening we sighted a rocky bluff right on the port side, and almost immediately afterwards the ship took the ground, and after bumping considerably was driven up on the beach almost high and dry. Although a very heavy sea was running we decided not to leave the ship before morning, and when daylight broke I saw the Island of Namking to the southward, and high rocky points all around, so that I marvelled how we had got in there, and was very thankful that we had not struck, for I am certain that if we had very few of us would have been left to tell the tale. I have never before, during the 25 years I have been at sea, experienced a gale anything like the one we went through.

In the morning, although the surf was still running very high, we managed to land, and I learned from the natives that there was a white man living a few miles away but could not ascertain exactly where. One of the natives offered to guide us to him and, accompanied by the Chinese boatswain, and the second officer and engineer, we set out in search of him. After tramping through flooded fields and crossing swollen streams, sometimes beyond our waists in water, we came to a large stream about 1 o'clock. There we found that the ferry boat had been washed away, so we were reluctantly compelled to retrace our steps to the ship. We were all worn out; so tired, indeed, were some of the party from the tramp and the exertions of the previous night and day, that when they sat down to take a rest it was with difficulty that they were kept from falling asleep. The last two miles the boatswain had to be almost carried by the natives.

On shore we found that great havoc had everywhere been wrought by the storm. Large numbers of brick houses having been levelled to the ground. The natives stated that it was the worst typhoon that had been experienced on the Island for many years.

The natives appeared to be friendly and willing to render assistance, and on returning to the ship I dispatched one of them, who volunteered for the task, with a letter to the white man we had been in search of, who turned out to be the Rev. F. Gilman, of the American Presbyterian Mission.

The letter was delivered, and my message was forwarded on to the British Consul at Hoihow informing him of my position and asking him to send word to Hongkong. This, I learnt afterwards, he very kindly did. On Thursday, the 11th instant, having had no reply to my message, I chartered a junk and sent off the Chief and Second Officers and part of the crew in her to reach Hoihow and then come on to Hongkong. I have not heard of them since and am very anxious about their safety.

Before their departure we did all we could to get the ship off but met with no success. After the junk left the natives gathered round in great numbers, like vultures watching to secure their prey, and in consequence I sent to the Yamen of the district and asked for protection and the Mandarin sent me half a dozen soldiers and two Officers, and we were off that quite safe.

Saturday last Captain Binnis of the steamer *Sirius* put in as he was passing by and offered to render us any assistance he could, and greatly to my relief told me that news of the ship's position had reached Hongkong. On the 10th instant the *Haikong* reached Chutan anchorage, a small bay to the south of Hainan Island, on the 17th inst., having on board Mr. Mumford and staff, consisting of divers and engineers with an equipment of powerful pumps and other saving gear.

Immediately upon arrival a boat was launched to convey Mr. Mumford to the ill-fated *Agincourt* which was almost high and dry on a sandy beach in latitude 18° 39' 45" N, longitude 110° 18' 45" E, approximately, with her forehold nearly half-full of water.

Natives swarmed along the beach in great numbers, and appeared to be contemplating whether it would not be worth while—notwithstanding the presence of an armed Chinese guard—to run the gamut, and loot the ship. At all events they kept a most vigilant watch upon the ship and it was consequently deemed prudent to strip the vessel of nearly all its fittings, such as compasses, wire, reels, etc., including all steam piping that could be got adrift in the engine room. All this movable gear was transhipped to the *Haikong* by means of life boats, manned by the crew of the *Haikong*. The recovery experienced much difficulty with the boats owing to a high south-easterly swell running, with a mountainous surf inshore, which, on three occasions, washed them high and dry on the beach. As they happened to be loaded with light gear, however, nearly everything was recovered, and the crews bravely manœuvred their boats again in a most determined manner and successfully got them off the beach but not without being tossed about like shuttlecocks in the air. Persistent effort ended in everything movable being taken to the *Haikong*, and she sailed for Hongkong, arriving here yesterday evening.

The Captain, third officer and engineers of the *Agincourt* came aboard the *Haikong*, but the chief and second officers and crew sailed in a junk for Hoihow about a fortnight ago.

The *Agincourt* is a new steel steamer with iron decks fore and aft, and was only delivered from the builders last April. She was built at Hongkong, New South Wales, by the New South Wales Shipbuilding Co. at a cost of \$500,000. Her registered tonnage was 2768.

The vessel is lying on the beach port side to the sea, her stern is five feet in the sand and her stern three feet. There is thirteen feet of water in the No. 1 and 2 holds. So far as can be ascertained the bottom is not very badly damaged, though there is a hole in No. 1 hold.

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The post office at Sand Island is under the control of Mrs. Colley, the superintendent's wife, who cancels the stamps on the letters in her office by writing her name across the front of the stamp. This, states our informant, is unique, no other office in the world relying on such a method for the cancellation of the stamps.

After finding from the cable that the danger attached to the trip from the Midways to Yokohama had subsided somewhat Captain Finch decided to leave and set off on July 30. Nothing of any moment occurred on the voyage to Yokohama, or from Yokohama to Shanghai, with the exception that on August 13, just before the *Gaio* reached Shanghai, they saw in the distance, what appeared to be a Russian cruiser. She was a three-funnelled vessel, with a single mast at the third funnel, and she had one fighting top. They did not get within recognizing distance, and, therefore, could not ascertain the name of the ship.

After leaving Shanghai the *Gaio*, knowing the nature of the weather to be expected, and seeing indications of an approaching typhoon, went along slowly with the object of allowing the typhoon to pass out of their track. On the morning of August 15 the weather was threatening in appearance and a heavy rain squall was met with. The wind began to shift from side to side, blowing from E. N. E., then from E. S. E. and veering round to all the points of the compass. The barometer stood at 29.56 but was falling. As the day advanced the barometer continued to fall and at ten o'clock at night had gone down to 29.55. The wind was then coming from the East, and was very confused, and seemed likely to be worse. The indications were that the ship was in for a very rough time, and subsequent happenings proved that the indications were correct. With the next two hours the barometer had fallen two points, while the wind was still jumping from point to point. Throughout the night the vessel tossed and rolled about incessantly, giving cause to the passengers for alarm. Most of them left their berths and went into the dining room, smoke room, and library.

On the following morning the gale increased in fury, and fierce rain squalls swept the ship from bow to stern. Great masses of water broke over the side, sweeping right across the decks, but, as almost miraculous luck no damage was done to the ship or her fittings. The barometer registered 29.38 at six o'clock on the morning of August 16, and by noon it had dropped to 29.33. A mountainous sea was running, very choppy waves striking the ship from all directions, now sending her over to the starboard then over to port, while her bow was one moment towering high in the air, and the next buried deep in the dark green of the water. At midnight the barometer had gone down to 28.83, the wind had increased in force, and was very violent, terrific rain squalls descending from all directions, causing the ship to stagger with every stroke. On the following morning the wind shifted round to N. E. and brought with it showers of blinding rain. Although the *Gaio* was riding the waves well, and gave all indications of being able to weather the storm, the passengers were somewhat concerned as to the ultimate result of the battle with the elements. They were nearing the centre of the typhoon, and in less than an hour they had entered the very vortex of the storm. Here was comparative safety, the wind decreased, but the sea continued to be very high. At 5 a.m. the barometer registered 28.02, the lowest reading yet registered. The *Gaio* got clear of the typhoon, but entered it again on the opposite side. However, they had been through the worst of it and with the rising of the barometer the feelings of security rose within the passengers' breasts. Although they received a considerable amount of tossing about the *Gaio* left the zone of the typhoon, and soon was in better weather. The fight with the typhoon had delayed them considerably, but the vessel escaped 'scot free' not so much as a fine being lost, as one of the officers put it.

The *Gaio* had a very eventful voyage, full of incident from start to finish, but whether it was altogether enjoyed by the passengers is another matter. 'I'll never go for another voyage,' said one passenger, 'until I have to go back, and then I'll never leave the States.' The *Gaio* left San Francisco two days late, remained three days at the Midway Islands, lost two days coming from Shanghai, and arrived here seven days late. The voyage having taken 33 days in place of the usual 23 days.

The collier *Mercedes* left this afternoon coal-laden for Weihaiwei to coal the British Fleet.

It is reported from Sasebo that one of the Kaiping Colliery Company's steamers, which was recently captured by the Japanese, has been released by the Prize Court, after condemnation of part of the cargo.

During the voyage of the *Terrible* from England there was a great deal of sickness on board. Several of the sick men have been transferred to the Royal Naval Hospital here. The *Terrible*, as we stated yesterday, goes north this afternoon.

The China & Manila Co's steamer *Perla*, which left here a fortnight or so since for Japan, has been sold. It will be remembered that the *Perla* left here to be surveyed by a Japanese firm under offer of sale. The survey was satisfactory and the sale was completed yesterday and the *Perla* handed over to her new owners. The price realised was \$10,000.

The S.S. *Halvard*, a vessel of some 1800 tons owned by a firm in Norway and trading between Shanghai and Manila with cattle, is said to be aground near the former port. She was bound for Manila port at the time of the accident and has on board over four hundred head of cattle for Manila. Another steamer, the *Selin*, has been chartered to save the cargo and was expected to arrive in Manila about last Wednesday or Thursday.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Half-Yearly Meeting.

The seventy-eighth ordinary half-yearly meeting of the Hongkong and Shanghai Banking Corporation was held at noon today at the City Hall.

Mr. A. J. Raymond was in the chair, and there were also present:—Mr. H. E. Tomkins, Hon. W. J. Gresson, E. Goetz, A. Haupt, H. Schubart, F. Shellin, Hon. R. Showan, N. A. Sider, E. S. Whallier, R. B. Smith, Hon. G. Stewart, H. N. Moyle, E. T. Rodd, D. D. Grazier, J. C. Peter, W. A. Cruickshank, C. W. May, G. H. Madhurst, J. A. Jupp, C. J. Gonsalves, G. H. Potts, G. Murray Bain, T. R. Michael, J. V. Ching, A. R. Lowe, T. F. Hoang, E. Kelly, E. S. Kadoorie, A. G. Wood, J. J. Leira, J. Foreman, W. H. Gaskell, W. Lycaught, L. Berindogoe and others.

The Secretary read the notice convening the meeting, and the Chairman read the report for 1904.

The Chairman then said:—Gentlemen, From the report that I have just read and which has been in your hands for some time you will see that your Directors have the pleasure to record another satisfactory half-year's working. Besides paying for the usual dividend of 30/- per cent. we are able to recommend adding 5/- to the Silver Reserve Fund, and writing off 1/- of Bank Premises account; this leaves a balance of \$75,000 in excess of the amount carried forward last time. Looking at the balance sheet there is nothing which calls for special comment apart from the ordinary fluctuations to be expected in dealing with such large totals, but as customary I will briefly compare some of the items with the figures in last report. Current accounts and E. Deposits in Gold show a slight falling off, while in Silver accounts there is a small increase. Bills Payable are down (in round figures) \$5,000,000. As usual our note circulation is lower than in the December half year, but it is \$1,775,194 over the corresponding period last year. On the other side cash is \$4,000,000 higher, and \$3,300,000 in hand and in transit less by \$3,300,000. Sterling Reserve Fund Securities remain unchanged, but Consols Colonial and other Securities are reduced \$2,000,000, while our holdings of Indian Government Rupee paper are practically the same. Bills discounted, Loans and Credits stand at \$87,146,222.84 against \$89,900,177.72 and Bills Receivable at \$89,862,943.49 against \$101,142,859.03. I am glad to say that our Branches all round have been able to show profitable results for the period under review. In China, where we are more immediately interested, we are passing through a time of depression in trade generally. There has been a falling off in Imports owing to the war, especially as regards staples; this applies more particularly to the Northern markets, but according to recent advices a considerable business has been done there in Cotton goods for spring delivery, which points to returning confidence on the part of the Native dealers. The Silk crop both in the North and South has been a comparatively small one, and the quality in some districts has not been quite up to the mark. This is doubtless due in large measure to unfavourable weather, but it is hoped that the Chinese will become more and more alive to the importance not only of maintaining but also of taking steps to improve the quality and increase the export of this valuable product, which is such a powerful factor in the foreign trade and finances of their country. As you are aware we took part in bringing out a new Japanese Government Loan for 20,000,000 last May. The Loan was issued in London and New York simultaneously and proved a great success. I may also here remark, though it does not come into the accounts now before you, that on behalf of the British and Chinese Corporation, we brought out last month a first issue of £2,250,000 part of a Loan for £3,250,000 by the Imperial Chinese Railways—Shanghai-Nanking Line—bearing interest at 5% per annum and carrying 20% surplus profits sharing certificates. The Loan was fully underwritten, and though the public were rather lukewarm in their support I am sure general satisfaction will be felt at this long-talked-of undertaking being at last fairly launched (applause). I trust it will be followed up other similar enterprises and lead to their receiving wider and more general support both at home and in China. Let us hope the next will be the Canton-Kowloon Line (applause). Again it is unfortunately necessary for me to refer to politics; when we last met, just after the outbreak of the present war, I assured you that the management was fully alive to the gravity of the situation. Since then the outlook can hardly be said to have greatly improved, indeed more than once it has assumed an aspect threatening further serious complications. This has naturally given cause for some anxiety, but that the Bank runs any special risk, but the fact must be obvious that whatever is calculated adversely to affect general trade must also in the long run affect adversely the prospect of all financial institutions depending upon it. Happily the most threatening of these storm clouds have blown over, but the uncertainty will prevail at the binding force of those rules of International Law which regulate, theoretically the treatment of neutral ships by belligerents in creating a partial paralysis for enterprise and in inflicting much loss and damage over the whole of the East. We are glad to see the unhappy state of shaken confidence will soon be removed by an unanimous pronouncement on this and all similar doubtful outstanding questions on the part of the great Commercial Powers, and that the efforts which are being made to confine the struggle within its present limitations will continue to be successful. In conclusion I give me pleasure again to acknowledge the good services of our Staff, to whom you are indebted for the continued favourable reports which your Directors have the satisfaction of placing before you. If any shareholder desires any further information, I will be pleased to answer any questions.

There being no questions, the Chairman proposed the adoption of the report and statement of accounts.

Mr. Cruickshank—I have much pleasure in seconding the adoption of the Report and Accounts as proposed by the Chairman, and in view of the remarks which have fallen from him as to the anxious period which the Bank has gone through in the past six months, I think that Shareholders have great cause for congratulation in the satisfactory accounts we are now asked to pass. In spite of war, rumours of war, and depression of trade, the Bank has more than maintained its splendid position and earnings, and our thanks are due to the able management which has made such a result possible. When the dark shadow which has hung over China for so many years is forcibly removed by the searchlight of Japanese activity, we can look forward to better times, and an increase of prosperity in which the Hongkong & Shanghai Bank will participate. (Applause).

The motion was carried unanimously. Mr. Medhurst proposed the continuation of the election of Mr. A. Haupt, Hon. W. J. Gresson and Hon. R. Showan to the Board of Directors.

Mr. Jupp seconded, and it was carried. Mr. Board—Before the meeting closes I should like to take the opportunity of offering the Board of Directors, the Chief Manager, and the staff our thanks for the manner in which they have administered the affairs of the bank. I am sure that it is very gratifying to every shareholder to see the great regularity with which the business is conducted. Every shareholder receives the same dividend each half year, and he also finds the position of the bank considerably improved. I, therefore, offer our best thanks to the Board of Directors, the Chief Manager, and the staff. (Applause).

The Chairman thanked the proposer and the meeting closed.

To-day's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 30th June last, at the Rate of ONE POUND AND TEN SHILLINGS STERLING per Share of £25 is Payable on and after MONDAY, the 22nd day of August current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
(Sd.) J. R. M. SMITH,
Chief Manager.

Hongkong, August 20, 1904. 1534

HONGKONG CIVIL SERVICE CRICKET CLUB.

ANNUAL GENERAL MEETING.

THE ANNUAL GENERAL MEETING of the Club will be held at the CLUB PAVILION, Happy Valley on MONDAY, 29th Instant, at 5.30 P.M., for the purpose of receiving the Report of the Committee, passing the Accounts and Electing a New Committee and for General Business.

L. E. BRETT,
Hon. Secretary.

Hongkong, August 20, 1904. 1533

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs OZONIAN & Co. to Sell by Public Auction

on THURSDAY, the 25th August, 1904, commencing at 12 o'clock Noon, at his Sales Rooms, DUNDRELL STREET—

(FOR ACCOUNT OF THE CONCERNED) A SHIPMENT OF FIRST CLASS HOCKS,

60 Cases on 24/1 ABRECHT. 10 " on 24/1 GRAETZ. 18 " on 24/1 DEUTSCHER.

The above is offered for sale on account of the cases being slightly damaged by sea water.

Terms—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, August 20, 1904. 1531

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY & TAMSUI.

THE Company's Steamship HAILONG, Captain Murray, will be despatched for the above Ports on TUESDAY, the 23rd Inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAUREN & Co., General Managers.

Hongkong, August 20, 1904. 1532

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship HAILONG, Captain G. Murray, will be despatched for the above Ports on TUESDAY, the 23rd Inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAUREN & Co., General Managers.

Hongkong, August 20, 1904. 1533

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship LOONGSUNG, Captain G. S. Murray, will be despatched for the above Ports on FRIDAY, the 26th Inst., at Noon.

The Steamer has super accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

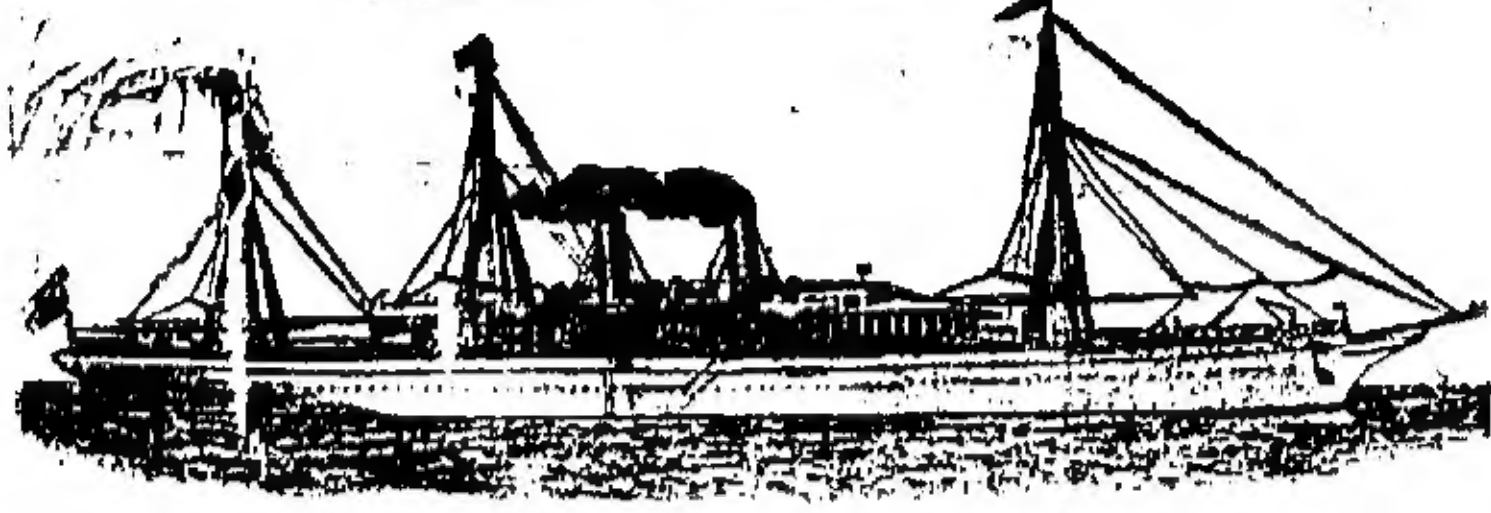
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI AND KOBE	Formosa	About 23rd August	Freight and Passage.
SHANGHAI	Chienan	About 26th August	Freight and Passage.
LONDON, &c.	G. M. MONTGOMERY, &c.	Aug. 27th	See Special Advertisement
LONDON & ANTWERP, Via	J. S. BARNHAM	About 2nd September	Freight and Passage.

For further Particulars, apply to
P. & O. S. N. Co.'s Office,
Hongkong, August 20, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY SPEED-PUNCTUALITY.

Proposed sailings from Hongkong: (Subject to Alteration.)
R.M.S. EMPRESS OF INDIA 6000 Tons. Wednesday, Aug. 24, 1904.
R.M.S. EMPRESS OF JAPAN 6000 Tons. Thursday, Sept. 21.
R.M.S. ATHENIAN 3882 Tons. Wednesday, Oct. 12.
R.M.S. EMPRESS OF CHINA 6000 Tons. Wednesday, Oct. 19.
R.M.S. TARTAR 4425 Tons. Wednesday, Nov. 2.

Hongkong to London, 1st Class, via St. Lawrence 190, via New York 182.
Intermediate on Steamship, £40. £40.

THE magnificent 'EMPEROR' STEAMSHIP, passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.), in 12 DAYS, and make connection with the PALATIAL OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
For further information, apply to D. W. CRADDOCK, Acting General Agent,
Hongkong, August 10, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

STEAMERS FROM HONGKONG, VIA INLAND SEA OF JAPAN,
Most Rapid & Economical For
PORTLAND, OREGON,
AND ALL PORTS ON THE PACIFIC COAST.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARABIA	4485	BAKER	August 25, 1904.
ARAGONIA	5198	SCHULTZ	Sept. 14, 1904.
NUMANTIA	4370	WAGNER	Oct. 23, 1904.
NICOMEDIA	4370	WAGNER	Oct. 23, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, August 8, 1904.



OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMBU, Via SWATOW AND AMOY.	M. STRUVE, Capt. T. BRANT.	SUNDAY, 21st Aug., at 10 a.m.
ANPING, Via SWATOW AND AMOY.	TRITOS, Capt. H. KRAFT.	WEDNESDAY, Aug. 24, at 10 a.m.
TAMBU, Via SWATOW AND AMOY.	FRITHJOF, Capt. H. A. HANSEN.	SUNDAY, 28th Aug., at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers
have been requisitioned for Transport Service, and the above named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Services.
As soon as the state of Affairs permit the Company will resume running with its special-
ly designed new Steamers.
For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at No. 8, Des Voeux Road Central.
T. ARIMA, Manager.

Hongkong, August 16, 1904.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SHAWMUT	9608	W. M. Smith	August 31.
TREMONT	9608	T. W. Garlick	October 1.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. TREMONT 9608 tons (Capt. T. W. Garlick) About 10th September.
S.S. SHAWMUT 9608 tons (Capt. W. M. Smith) About 10th September.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. Shawmut and Tremont have just been fitted with very superior
accommodation for First and Second Class Passengers. The large deck of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to
Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, August 16, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	TYRUS	26th August.
GLASGOW AND LIVERPOOL	ANTENOR	2nd September.
GLASGOW AND LIVERPOOL	TELMACHUS	4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	PELEUS	30th August.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	13th September.
GENOA, MARSEILLES & LIVERPOOL	IONIAN	22nd September.
LONDON, AMSTERDAM & ANTWERP	TYRUS	27th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	TELMACHUS	7th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	TAMING	23rd August.
SWATOW, CHEFOO AND TIENTSIN	KASSO	26th August.
PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELB URNE	CHANGSHA	13th September.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table.
A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships.
—Electric Light—Perfect Cuisine—Surgeon and
Stewardess carried.—All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Date
ZAFIRO	2540	R. Rodger	Manila Direct	Aug. 27, at 11 a.m.
RUBI	2540	R. W. Almond	Manila Direct	Sept. 10, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, August 20, 1904.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via TAKU or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

S.S. SWANLEY	...	Captain J. P. DAWSON.
S.S. COURTFIELD	...	" J. W. MARTIN.
S.S. ANSLEY	...	" W. E. SYKES.
S.S. IKBAL	...	" A. JENNINGS.
S.S. ASOT	...	" G. E. COX.
S.S. TWEEDDALE	...	" T. M. MILNE.
S.S. LOTHIAN	...	" G. M. WILLIAMSON.

The next departure will be the a.s. LOTHIAN, sailing from here on or about 5th
September, taking Cargo for DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 19, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA PORTS.	Second half of August.	JAPAN, VIA SHANGHAI.	First half of Sept.
TJILATAP	JAPAN.	Second half of August.	JAVA PORTS.	Second half of August.
TJIMAHU	JAPAN.	First half of September.	JAVA PORTS.	First half of Sept.

The steamers are all fitted throughout with Electric Light, and have accom-
modation for a limited number of saloon passengers, and will take cargo to all Ports
in Netherlands, India on through B/L.
For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,

TELEPHONE No. 176.
Hongkong, August 13, 1904.

Shipping.

AUSTRIAN
LLOYD'S
STEAM
NAVIGATION
COMPANY.

STEAM TO
SHANGHAI, YOKOHAMA AND
KOBE.

THE Company's Steamship
AUSTRIA,
Captain COLLEMAN, will leave for the
above places on SUNDAY, 21st Inst.,
at Daylight.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents,
Princes' Building,
Hongkong, August 15, 1904. 1492

FOR KOBE.

THE Steamship
OCAMPO,
Captain G. G. GRAHAM, will be despatched
for Kobe on MONDAY, the 22nd Inst.
For Freight or Passage, apply to
DODWELL & CO., LTD.,
Agents,
Hongkong, August 18, 1904. 1517

COMPAGNIE DES MESSEGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, CAL-
CUTTA, BOMBAY, ADEN, DUBOUI,
EGYPT, MARSEILLES, MEDITER-
RANEAN AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX.

Also
PORTS OF BRAZIL & RIVER
PLATE.

ON TUESDAY, the 23rd August, 1904,
at 1 p.m., the Company's Steam-
ship TOURANE, Captain GRAHAM,
with MAIL, PASSENGERS, SPECUL-
and CARGO, will leave this Port for
MARSEILLES, Via Ports of Call, WITHOUT
TRANSHIPMENT.
This Steamer connects at Colombo with
the Australian Line s.s. demand Bhat,
bound for MARSEILLES via Bombay and
Aden.
Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted till
 Noon only on MONDAY, the 22nd August,
Specie and Parcels received until 4 p.m.
on the same day. No Cargo will be re-
ceived on board on TUESDAY.
Parcels are not to be sent on board;
they must be left at the Agency's Office.
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, August 10, 1904. 1471

AUSTRIAN
LLOYD'S
STEAM
NAVIGATION
COMPANY.

STEAM FOR
TRIESTE Direct, Calling at
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN SUEZ and
PORT SAID.

(Taking cargo at through rates to the
SOUTH AFRICA, RED SEA,
BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship
NIPPON,
Captain MITSUBISHI, will be despatched as
above on WEDNESDAY, the 31st August,
at Daylight.
For information as to Passage & Freight,
apply to
SANDER, WIELER & Co.,
Agents,
Princes' Building,
Hongkong, August 2, 1904. 1421

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
EPSON,
Captain J. WHITE, will be despatched for
the above Port on or about SATURDAY,
the 3rd September.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, August 4, 1904. 1227

'SHIRE' LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND
ANTWERP.

THE Company's Steamship
MERIONETHIRE,
Captain G. G. CURRY, will be despatched
for the above ports on or about WEDNES-
DAY, the 7th September.
This Steamer has Superior Accommo-
dation for Saloon Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES CO.,
Agents.

Hongkong, August 11, 1904. 1470

STEAMSHIP SERVICE TO NEW
YORK, VIA SUEZ CANAL.

(With liberty to call at Philippine Ports).
THE Steamship
HUDSON,
will be despatched on or about THURSDAY,
the 19th September, 1904.
For Freight or further information,
apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.

Hongkong, August 12, 1904. 1575

Shipping.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK,
VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG.

TO SAIL	1904.
LOWTHER CASTLE	About Aug. 22.
ATHOLL	Sept. 20.

For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents,
Hongkong, August 20, 1904. 1110

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship
NAMSANG,
Captain G. G. GRAHAM, will be despatched as
above on MONDAY, the 22nd Inst., at
3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, August 16, 1904. 1494

COMPAGNIE DES MESSEGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship
ERNEST SIMONS,
Captain BOURDON, will be despatched for
the above ports on or about WEDNES-
DAY, the 24th Inst.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 17, 1904. 1610

BRITISH INDIA STEAM NAVI-
GATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND
RANGOON.

THE Company's Steamship
PUNDUA,
Captain ... will be despatched as
above on THURSDAY, the 26th Inst.,
at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, August 18, 1904. 1614

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship COLOMANDEL, Capt.
G. M. MONTGOMERY, B.A., carrying His
Majesty's Mail, will be despatched from
this for BOMBAY, on SATURDAY,
the 27th August, at Noon, taking Passen-
gers and Cargo for the above Ports in con-
nection with the Company's s.s. Moldavia,
8500 tons, from Colombo, Passengers' ac-
commodation in which vessel is secured
before departure from Hongkong.
Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed from Bombay by the R.M.S.
Victoria, due in London on the 9th October,
1904.

These five new Steamers have unex-
celled accommodation for First Class
Passengers and are lit throughout by
Electric Light.
Passage Fare—Single Journey, \$4.00
Meals ... 50 Cents.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LTD.,
and
YUEN ON S.S. CO., LTD.,
No. 8 QUEEN'S ROAD WEST.

Hongkong, February 18, 1904. 313

HONGKONG-MACAO
LINE.

S. S. 'WING CHAI',
CAPTAIN SAMUEL BELL SMITH.

DEPARTURE from Hongkong on week
days at 7.30 a.m.; Excursion on Sun-
days at 8.30 a.m.; from MACAO week days
at about 9 p.m.; Sundays at about 7.30 p.m.
Fares (week days) 1st Class (including
cabin and servant) \$3. Return Ticket \$5.
2nd class \$1.
3rd ... 50 Cents.

On excursion Sundays 1st, 2nd, 3rd Class
Single Ticket \$2. Return Ticket \$3. Re-
turn Ticket, includingiffin and dinner
either on board or at Macao Hotel, \$5. On
Sundays \$5 extra will be charged for each
cabin which has accommodation for 2 or
more passengers.

Wharf—At the Western end of Wing Lok
Street.
The steamer runs an excursion trip every
Sunday. It takes only 2 1/2 hours to reach
Macao.

MING ON & CO.,
2nd Floor, 18, Victoria Street.
Hongkong, September 7, 1903. 1859

SECOND EDITION.

HISTORY OF THE CHURCHES OF
INDIA, BURMA, SIAM, THE MALAY
PENINSULA, CAMBODIA, ANNAM, THIBET,
COREA AND JAPAN,
Entrusted to the SOCIETY of the
'MISSION BROTHERS.'

Translated by EDWARD HARPER PARKER
and
Reprinted from 'THE CHINA REVIEW.'
PRICE ONE DOLLAR.

For Sale at The 'CHINA MAIL' OFFICE,
5, Wyndham Street.

CHINESE SCHOOL BOOK

IL—T'in Tse Man.
Translated into English
by Dr. E. J. KITTLE.
Price, 40 Cents.
CHINA MAIL Office 5, Wyndham Street.

Notices to Consignees.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.
FROM TRIESTE, PIUM, PORT SAID,
ADEN, BOMBAY, COLOMBO,
PENANG AND SINGAPORE.

THE Company's Steamship Austria,
having arrived, Consignees of Cargo
are hereby informed that their Goods are
being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, when delivery may
be obtained.

This Vessel brings cargo:—
From Levant ex a.s. Urania transhipped
at Port Said.
From Venice ex a.s. Venus transhipped
at Trieste.

From South Africa ex a.s. Bohemia trans-
hipped at Aden.
Optional Cargo will be discharged here
unless notice to the contrary be given
immediately.

No Claims will be admitted after the
Goods have left the Godowns, and all
Claims must be sent in to the Office of the
Undersigned before Noon, on the 25th
of August, or they will not be recognized.
No Fire Insurance has been effected, and
any Goods remaining in the Godowns after
the 25th of August, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, August 18, 1904. 1524

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship Namsang,
having arrived from the above Ports
Consignees of cargo by her are hereby in-
formed that their goods will be delivered
from alongside.
Cargo impeding the discharge or re-
maining on board after 4 p.m., the 17th
Inst., will be landed at Consignees' risk
and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON

Intimations

NOTICE.
THE HONGKONG-MACAO LINE.
THE S.S. **CHU KIANG** will take the place of the a.s. *Wing Chai*, from **MONDAY**, the 15th Inst., until **SUNDAY**, the 21st, on which both the Steamers will run **EXCURSION TRIPS TO MACAO.**
First-class Return Ticket \$3 only. **Pe-**

sengers of the one steamer will be allowed
 to return by the other if so desired. The
 Che Kiang will leave on that day at
 7.39 A.M. and return at 3 P.M. The
 departure of the Wing Chat will be as
 usual.

MING ON & CO.
 Hongkong, August 17, 1904. 1511

NOTICE TO MARINERS.

NOTICE IS HEREBY GIVEN that the
 Master of the British Steamer *LIN*
CAN, reports having on the 2nd Inst.,
 raised a FLOATING WRECK in Lat.
 39° 24' N., Long. 120° 54' E. and on the
 same day in Lat. 8° 54' N., Long. 120°
 38' E. he passed a Floating Mine with pro-
 jecting Prongs.

A. HOLZ,
 Harbour Master, etc.
 Swatow, August 12, 1904. 1490

JUST ESTABLISHED -
WING SUN & CO.,
 No. 11, CROSSING ROAD, SWATOW.

NO. 37, QUEEN'S ROAD, CENTRAL.
 (Formerly occupied by Messrs
 O. J. GAUFF & Co.).
High-class Tailors & Outfitters.
Shirt and Breeches Makers.
FIT, Quality, Workmanship Guaranteed.
PRICES VERY MODERATE.
NOW SHOWING:—NEW LOTS OF STRAW
HATS, FELT HATS, PANAMAS, UMBRELLAS,
WALKING STICKS, BOOTS AND SHOES, &c.,
&c., &c.
INSPECTION INVITED
TELEPHONE NO. 467.
Hongkong, August 4, 1904. 1429

A. S. WATSON & CO., LIMITED.
ISSUE OF 30,000 NEW SHARES OF
\$10 EACH.

PURSUANT to Resolution of the General
Meeting of the Shareholders of A. S. Watson & Co.,
Limited, hereby invite applications from

the Shareholders of the Company for the issue of 30,000 New Shares of \$10 each at a Premium of 10 per cent or \$11 a Share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Shares will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the General Managers and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per Share will be payable on application.

THE TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 5th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 Shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 Shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexander Buildings, or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, June 22, 1904. 1402

PURE LINSEED OIL

Awarded Bronze Medal at the Paris Exhibition, 1900.

Gold Medal at the Indian International Exhibition 1898, 1900 & 1901.

MANUFACTURED BY

THE GOUDAPORE CO. LD

CALCUTTA.
Contractors to the Military and
Public Works Departments,
State Railways, and all
Large Consumers
throughout India, the East,
and the Colonies.

W. R. LUXLEY & CO.,
Sole Agents,

Cable Address 'LOXLEY', Hongkong.
 Hongkong, July 22, 1903.

NOTICE.

A H WONG, who was formerly in the
 Employ of our Company as 'HAR-
 BOUR MAN' has now been **DISMISSED**.
 He has now nothing to do with our
 Company.

Customers, who favour us with any Orders, are requested to send to our Office at No. 25, PRAYA EAST, WANCHAI.

TUNG TAI TREUNG KEE & CO.,
Engineers and Sh. builders,
Wanchai.

Hongkong, July 28, 1904. 1778

AH WONG AND AH SON.

ENGINEERS.
6 & 7, ALBANY STREET, WANCHAI,
HAVE FOR SALE:
DONNET-BOYLES, STEAM WINCHES and
WINDLASSES, DYNAMOS and ENGINES.
Hongkong, August 4, 1904. 1450

ADVERTISEMENTS.

THE Attention of Advertisers is drawn

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. No Advertisements should be sent in before 8 p.m.

G. M. BAIN.
'CHINA MAIL' Office, May, 1904.

